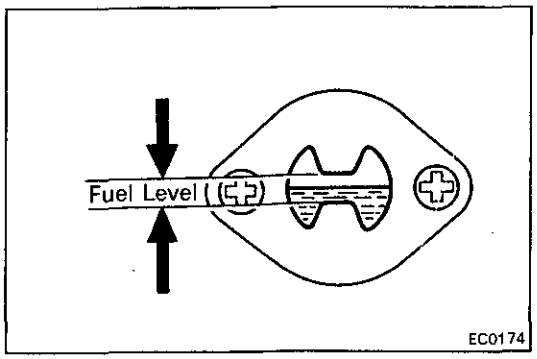
ON-VEHICLE INSPECTION

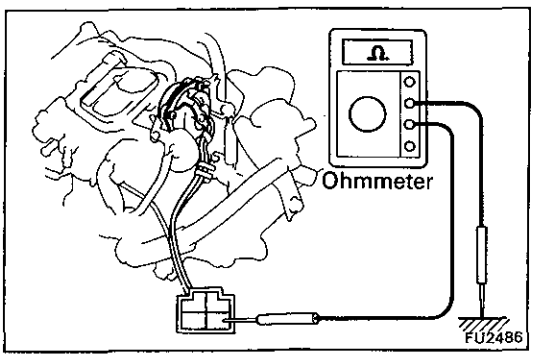
1. **REMOVE INTAKE AIR CONNECTOR FROM CARBURETOR**

2. **INSPECT CARBURETOR AND LINKAGE**
   (a) Check that the various set screws, plugs and union bolts are tight and correctly installed.
   (b) Check the linkage for excessive wear and missing snap rings.
   (c) Check that the throttle valves open fully when the accelerator pedal is fully depressed.

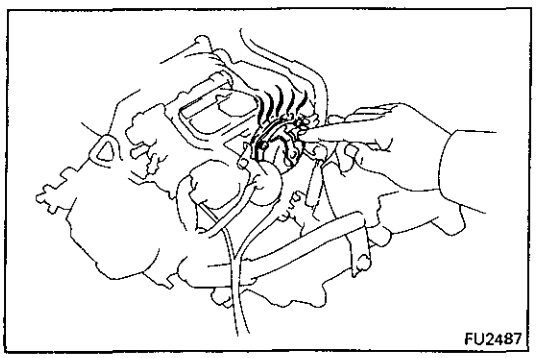


3. **INSPECT FLOAT LEVEL**
   Check that the float level is about even with the correct level in the sight glass.
   If not, check the carburetor needle valve and float level, and adjust or repair, as necessary.

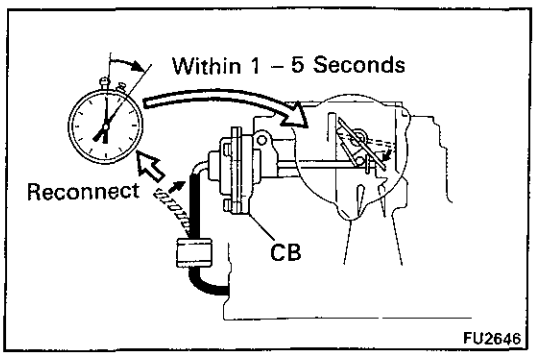
COLD ENGINE



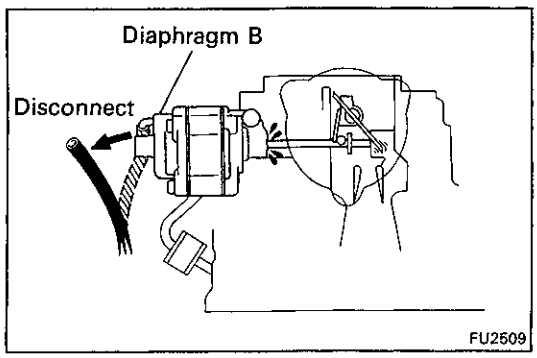
4. **INSPECT AUTOMATIC CHOKE SYSTEM**
   (a) Disconnect the wiring connector.
   (b) Using an ohmmeter, measure the resistance between the coil housing terminal (red wire) and body ground.
   Resistance: 17 – 19 Ω at 20°C (68°F)
   (c) Connect the wiring connector.



   (d) Start the engine.
   (e) Shortly after, check that the choke valve begins to open and the coil housing (choke heater) is heated.
   (f) Stop the engine.



5. **INSPECT CHOKE BREAKER (CB) SYSTEM (Single Diaphragm Type)**
   (a) Start the engine.
   (b) Disconnect the vacuum hose from the diaphragm and check that the choke linkage moves.
   (c) Reconnect the vacuum hose to the diaphragm and check that the choke linkage moves within the specified time after reconnecting the hose.
   Time: 1 – 5 seconds
   (d) Stop the engine.

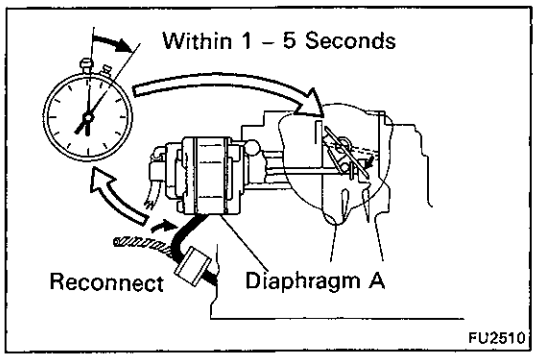


(Double Diaphragm Type)

(a) Start the engine.

(b) With the coolant temperature below 5°C (41°F), disconnect the vacuum hose from the CB diaphragm B and check that the choke linkage does not move.

(c) Reconnect the vacuum hose to diaphragm B.

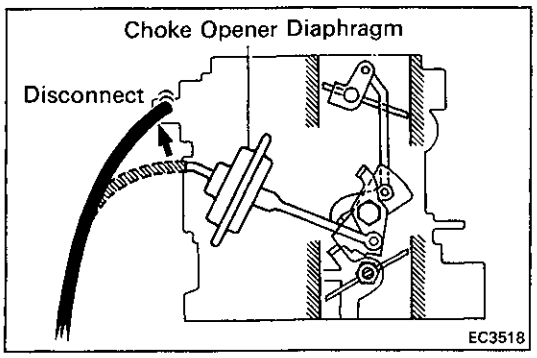


(d) Disconnect the vacuum hose from the CB diaphragm B and check that the choke linkage moves.

(e) Reconnect the vacuum hose to diaphragm B and check that the choke linkage moves within the specified time after reconnecting the hose.

Time: 1 – 5 seconds

(f) Stop the engine.

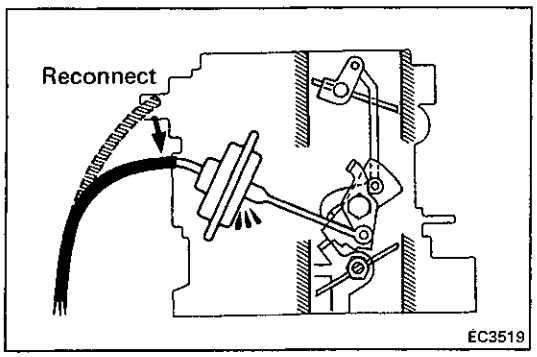


6. INSPECT CHOKE OPENER (CO) SYSTEM

(a) Disconnect the vacuum hose from the choke opener diaphragm.

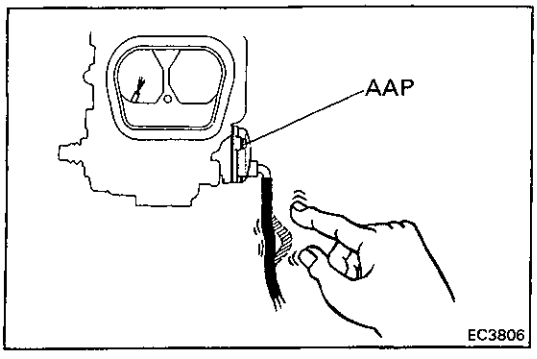
(b) With the coolant temperature below 40°C (104°F), step down on the accelerator pedal and release it.

(c) Start the engine.



(d) Reconnect the vacuum hose and check that the choke linkage does not move.

(e) Stop the engine.



7. INSPECT AUXILIARY ACCELERATION PUMP (AAP) SYSTEM

(a) Check that the coolant temperature is below 40°C (104°F).

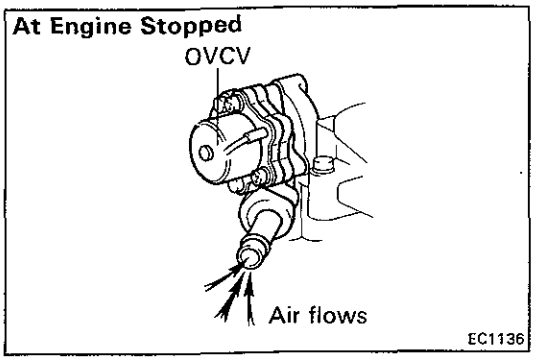
(b) Start the engine.

(c) Pinch the AAP hose, and stop the engine.

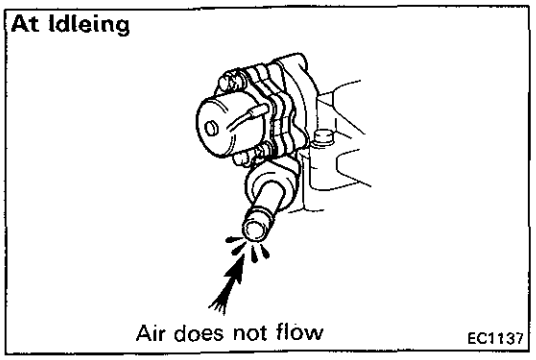
(d) Release the hose.

(e) Check that gasoline spurts out from the acceleration nozzle.

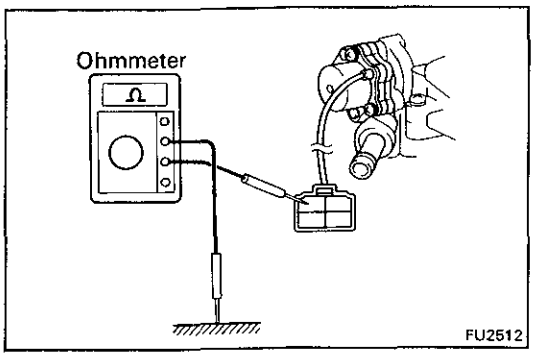
(f) Stop the engine.



8. **INSPECT OUTER VENT CONTROL VALVE (OVCV) OPERATION**
   (a) Disconnect the outer vent hose from the carburetor.
   (b) Blow air into the vent pipe and check that the OVCV is open.



   (c) Start the engine.
   (d) With the engine idling, blow air into the outer vent pipe and check the OVCV closed.
   (e) Stop the engine.

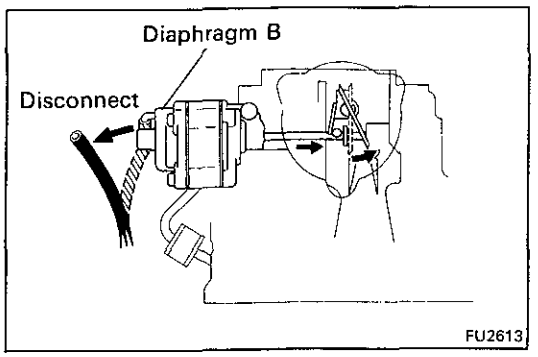


   (f) Disconnect the carburetor connector.
   (g) Using an ohmmeter, measure the resistance between the OVCV terminal of the carburetor connector and body ground.

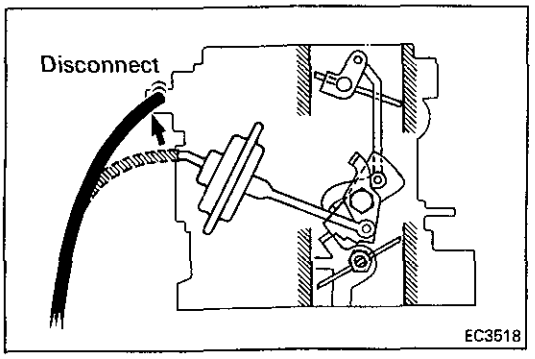
   Resistance (cold): 63 – 73Ω

   (h) Reconnect the outer vent hose.

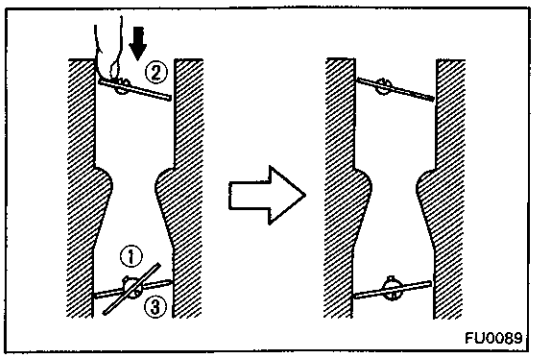
HOT ENGINE



9. **INSPECT CHOKE BREAKER (CB) SYSTM (DOUBLE DIADHRAGM TYPE ONLY)**
   (a) Warm up the engine to normal operating temperature.
   (b) Disconnect the vacuum hose from the CB diaphragm B, and check that the choke linkage returns.
   (c) Reconnect the vacuum hose to diaphragm B.
   (d) Stop the engine.



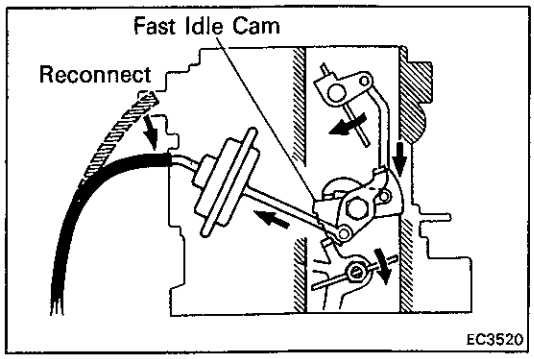
10. **CHECK CHOKE OPENER (CO) SYSTEM**
   (a) Warm up the engine to normal operating temperature.
   (b) Stop the engine.
   (c) Disconnect the vacuum hose from the choke opener diaphragm.



(d) Set fast idle cam. While holding the throttle slightly open, push the choke valve closed, and hold it closed as you release the throttle valve.

(e) Start the engine. but to do not touch the accelerator pedal.

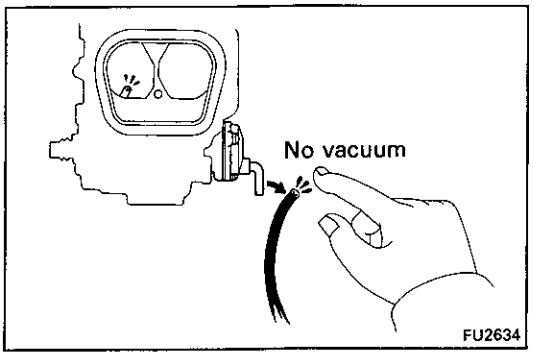
(f) Stop the engine.



(g) Reconnect the vacuum hose, and check that the choke linkage moves, and that the fast idle cam is released to the 3rd step.

11. INSPECT CHOKE VALVE

Check that the choke valve opens fully.



12. INSPECT AUXILIARY ACCELERATION PUMP (AAP) SYSTEM

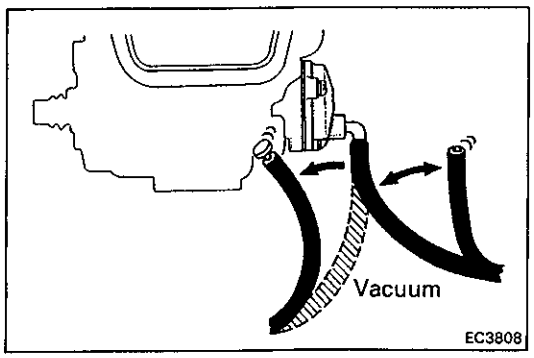
(a) Warm up the engine to normal operating temperature.

(b) Disconnect the vacuum hose from the AAP.

(c) Check the no vacuum with your finger.

(d) Reconnect the vacuum hose.

(e) Stop the engine.



13. INSPECT AUXILIARY ACCELERATION PUMP (AAP) DIAPHRAGM

(a) Start the engine.

(b) Disconnect the hose from the AAP.

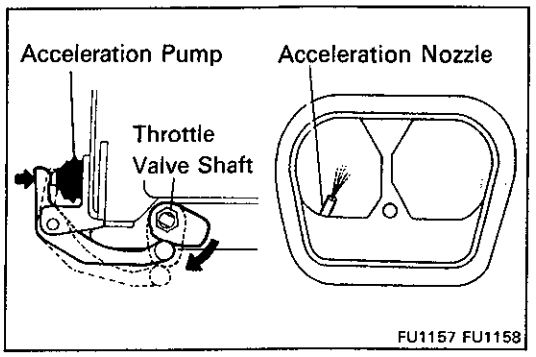
(c) Apply and release the vacuum directly to the AAP at idle.

(d) Check that the engine rpm changes by releasing vacuum.

(e) Reconnect the AAP hose.

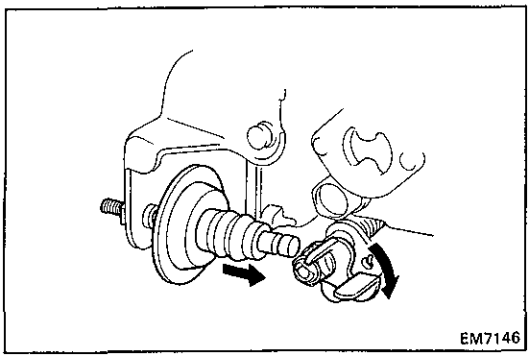
(f) Stop the engine.

If a problem is found, replace the AAP diaphragm.



14. INSPECT ACCELERATION PUMP

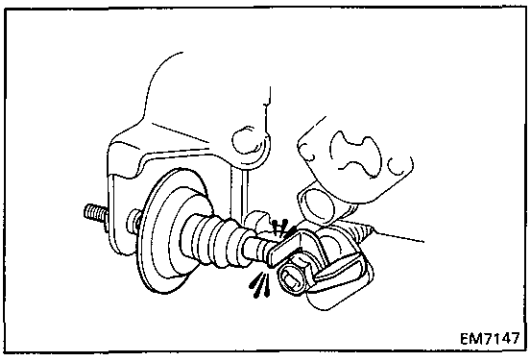
Open the throttle valve, and check that gasoline spurts out from the acceleration nozzle.



15. CHECK AND ADJUST DASH POT (DP) SETTING SPEED

(a) Start the engine.

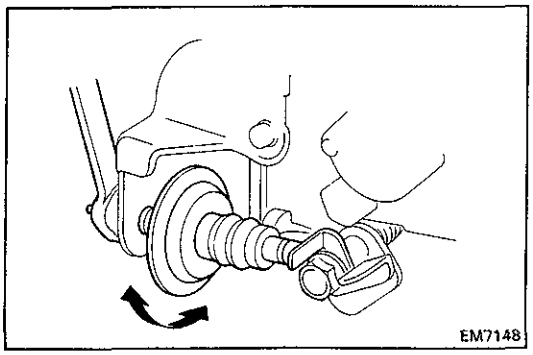
(b) Open the throttle valve until the throttle lever separates from the dash pot end.



(c) Release the throttle valve gradually, and check the dash pot setting when the throttle lever touched the dash pot end.

Dash pot setting speed: 2,300 rpm

(d) Stop the engine.



If the speed is not as specified, unlock the lock nut, and adjust the setting speed by turning the dash pot diaphragm.

16. INSTALL AIR INTAKE CONNECTOR

17. CHECK AND ADJUST IDLE SPEED AND IDLE MIXTURE
(See page EM-26)

18. CHECK AND ADJUST FAST IDLE SPEED
(See page EM-29)

19. CHECK AND ADJUST DASH POT (DP) SETTING SPEED
(See page EM-30)